



**Investigation of Control Algorithms
for Tracked Vehicle Mobility Load
Emulation for a Combat Hybrid Electric
Power System**

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GVSETS

19 August 2009

Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE 30 JUL 2009		2. REPORT TYPE Briefing Charts		3. DATES COVERED 06-03-2009 to 24-06-2009	
4. TITLE AND SUBTITLE Investigation of Control Algorithms for Tracked Vehicle Mobility Load Emulation for a Combat Hybrid Electric Power System				5a. CONTRACT NUMBER W56HZV-05-C-0225	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S) Jarrett Goodell; Wilford Smith; Byron Wong				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) SAIC,1710 SAIC Drive,McLean,VA,22102				8. PERFORMING ORGANIZATION REPORT NUMBER ; #20093	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Army TARDEC, 6501 East Eleven Mile Rd, Warren, Mi, 48397-5000				10. SPONSOR/MONITOR'S ACRONYM(S) TARDEC	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S) #20093	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited					
13. SUPPLEMENTARY NOTES For GROUND VEHICLE SYSTEMS ENGINEERING AND TECHNOLOGY SYMPOSIUM (GVSETS), SET FOR AUG. 17-20, 2009					
14. ABSTRACT briefing charts					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Public Release	18. NUMBER OF PAGES 15	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			



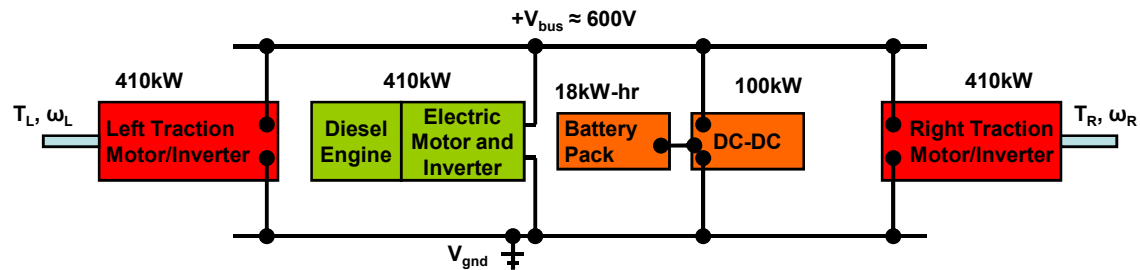
Agenda

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MODELING AND SIMULATION, TESTING AND VALIDATION

- Power & Energy SIL overview
- Mobility Load Emulation Definition
- Control System Layout
- Control Algorithm Candidates
- Experimental Results
- Conclusions and Future Work

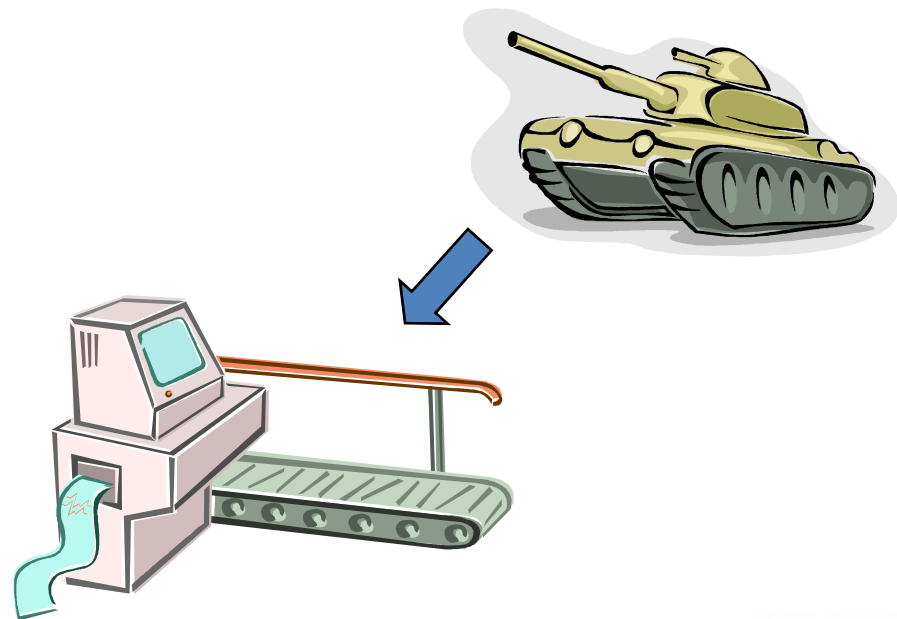
- Hybrid electric power system for ~ 22 ton tracked vehicle
- Tested and Developed:
 - Motors, Generators, Batteries, Inverters, DC-DC Converters, Thermal Management, Pulse Power Components, etc
 - Mathematical models of components and of system



How do we test the HERMIT?

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MODELING AND SIMULATION, TESTING AND VALIDATION

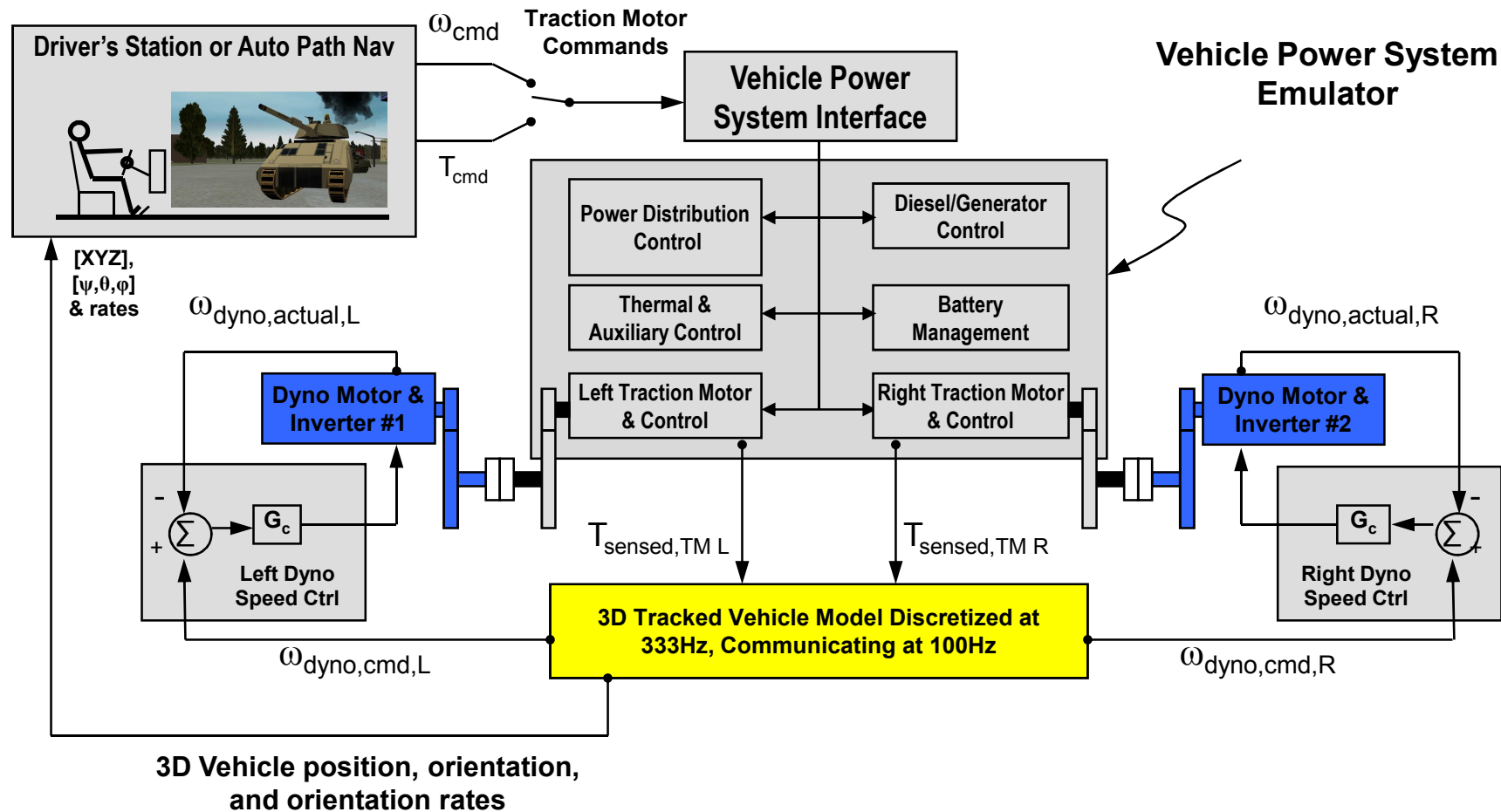
- Mobility Load Emulation
 - Dynamometers
 - Vehicle Model
 - Control Algorithms



Mobility Load Emulation Layout

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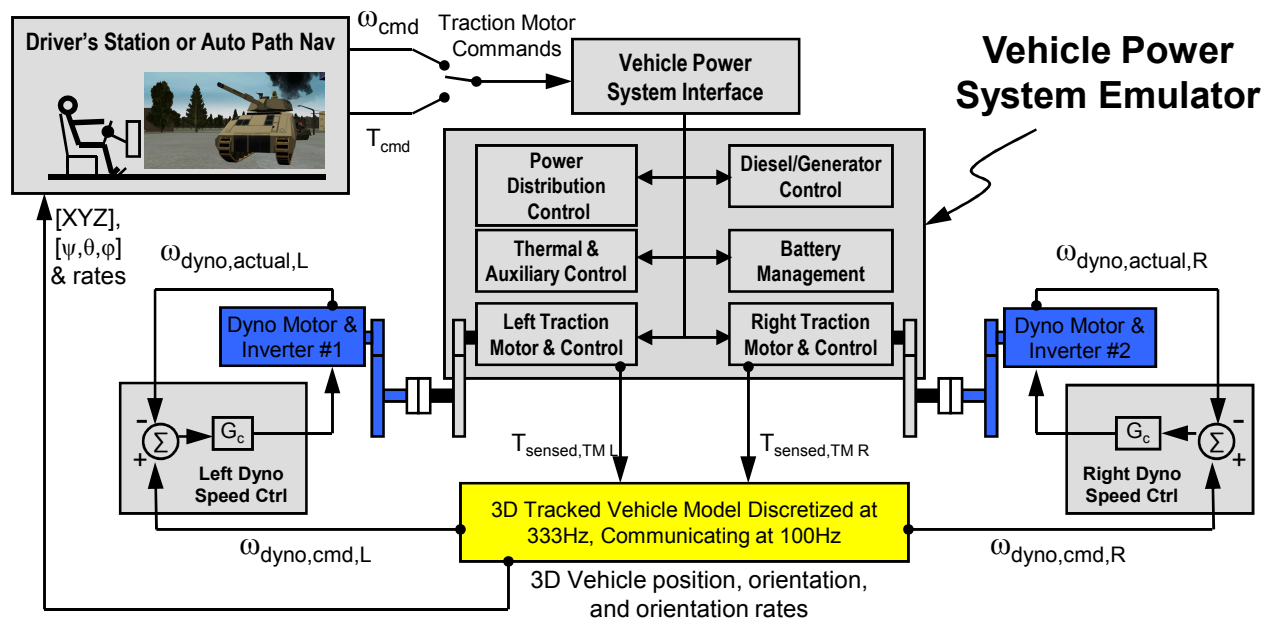
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Mobility Load Emulation Signal Flow

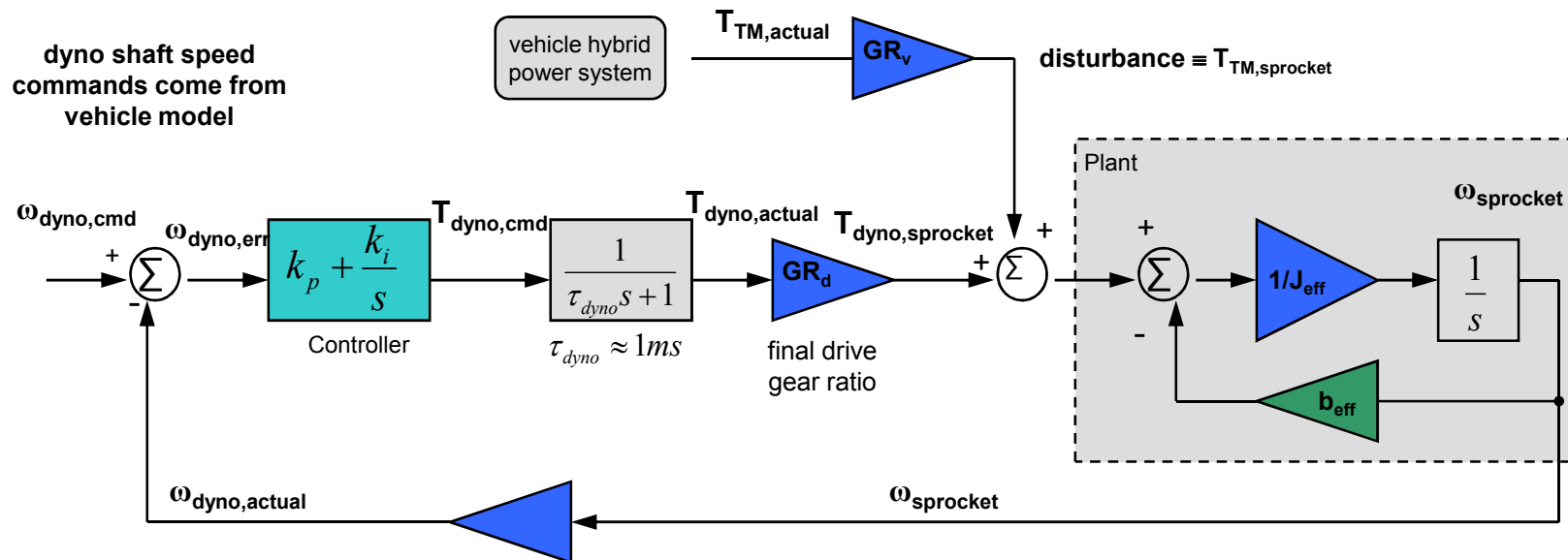
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- Driver commands to power system
- Left/right sensed torques to vehicle model
- Virtual sprockets' motion becomes dyno setpoints



Block Diagram Representation

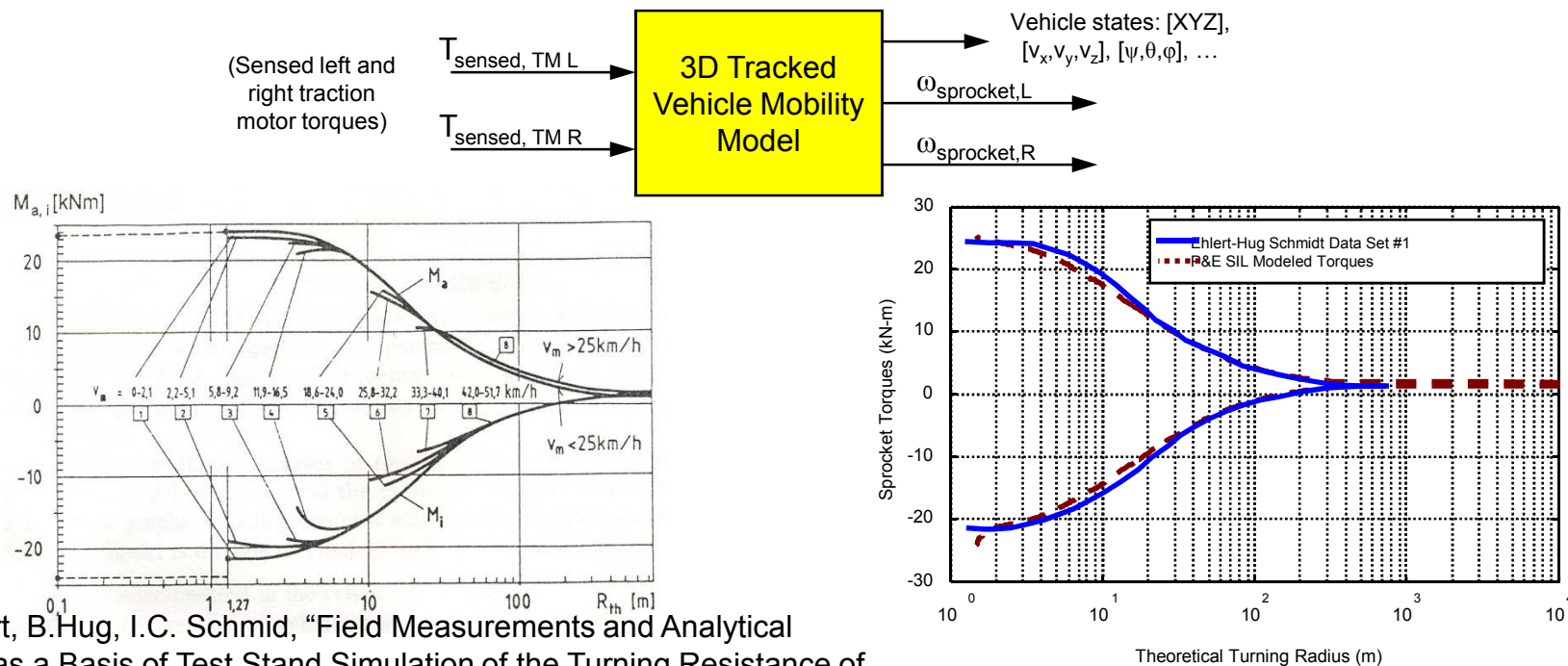
- Commands from vehicle model
- Traction motor torque is a disturbance



Tracked Vehicle Model

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- Model features
 - 6 DOF skid-steered model with lumped left/right track inertias
 - Soil compression, bulldozing, shear



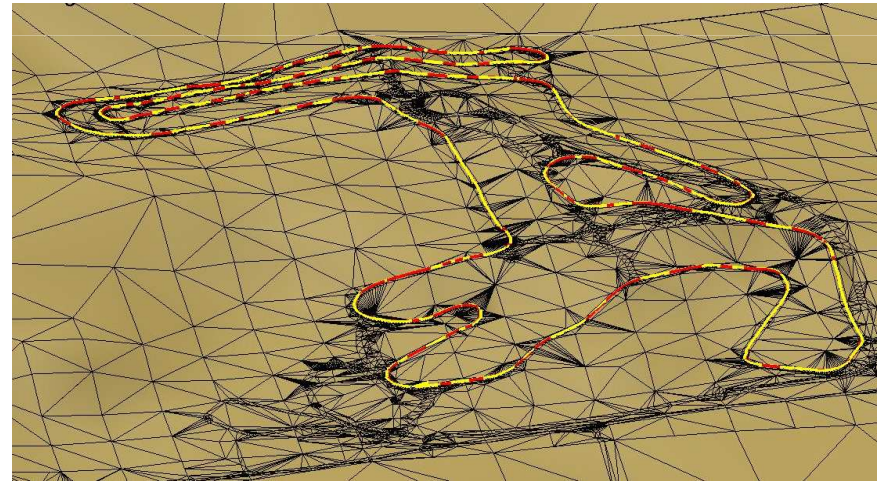
W. Ehlert, B. Hug, I.C. Schmid, "Field Measurements and Analytical Models as a Basis of Test Stand Simulation of the Turning Resistance of Tracked Vehicles," Journal of Terramechanics, v.29, no.1, pp.57-69, 1992


Simulated Terrain Navigation

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- Digitized terrain triangle data
- Manual driving or waypoint-based path navigation





Mobility Load Emulation Control Algorithms

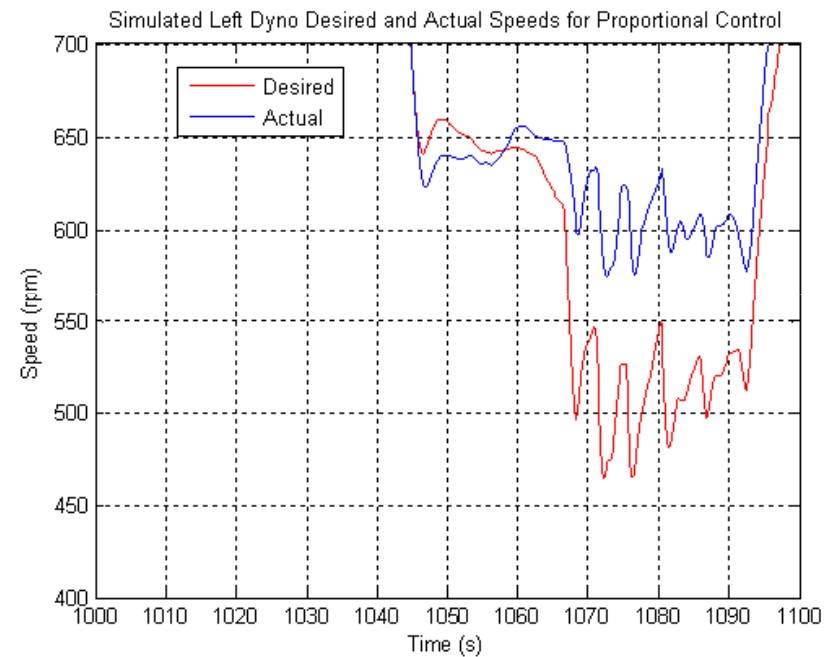
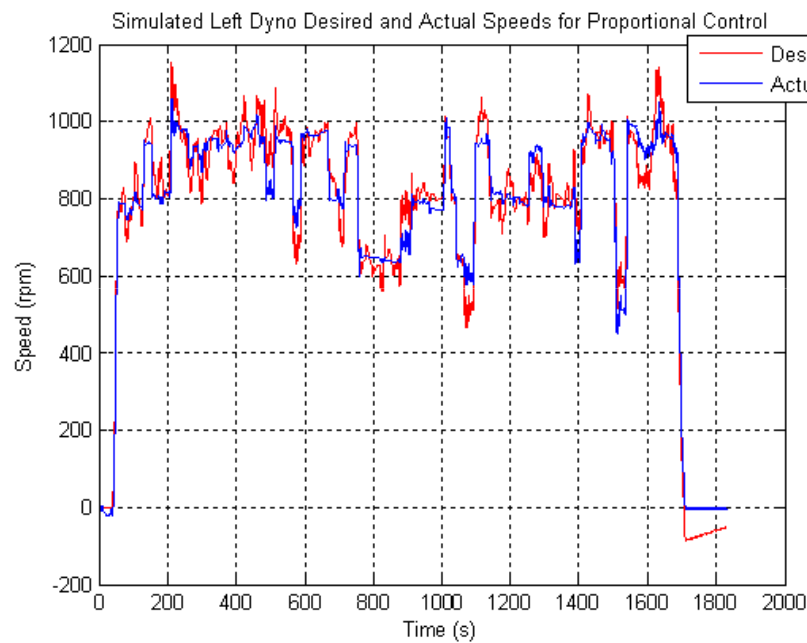
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- Tested algorithms
 - Proportional Control
 - Proportional Integral Control
 - Proportional Feed-forward Control
- Initial tests in simulation environment
- Then proceed to hardware-in-the-loop experiment

Simulated Results for Proportional Control

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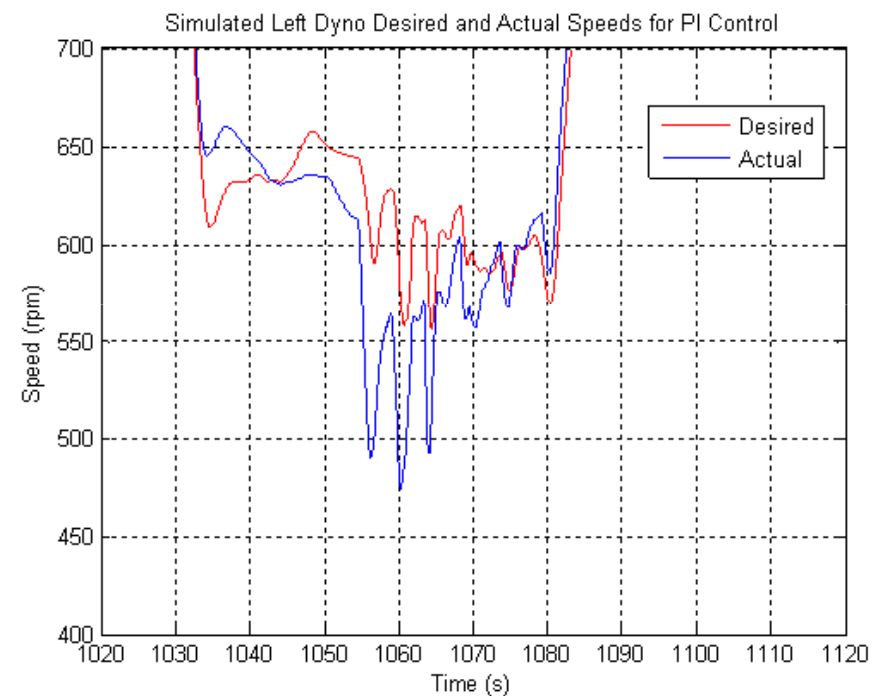
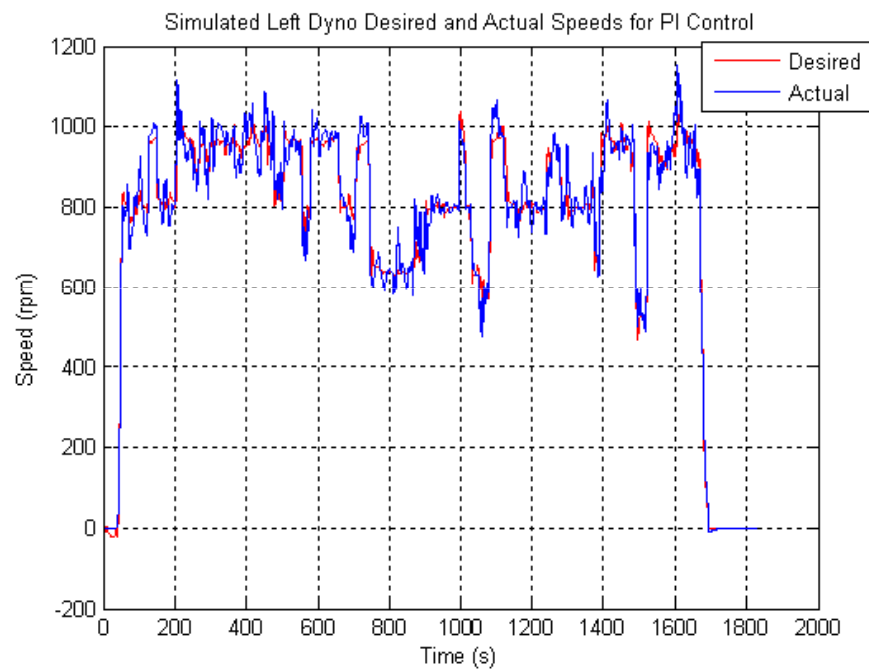
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Simulated Results for PI Control

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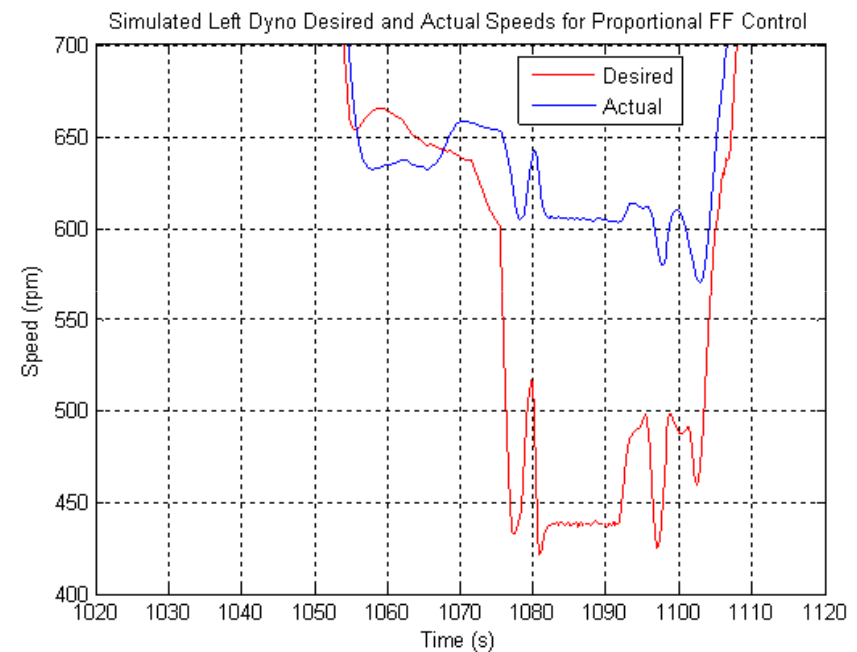
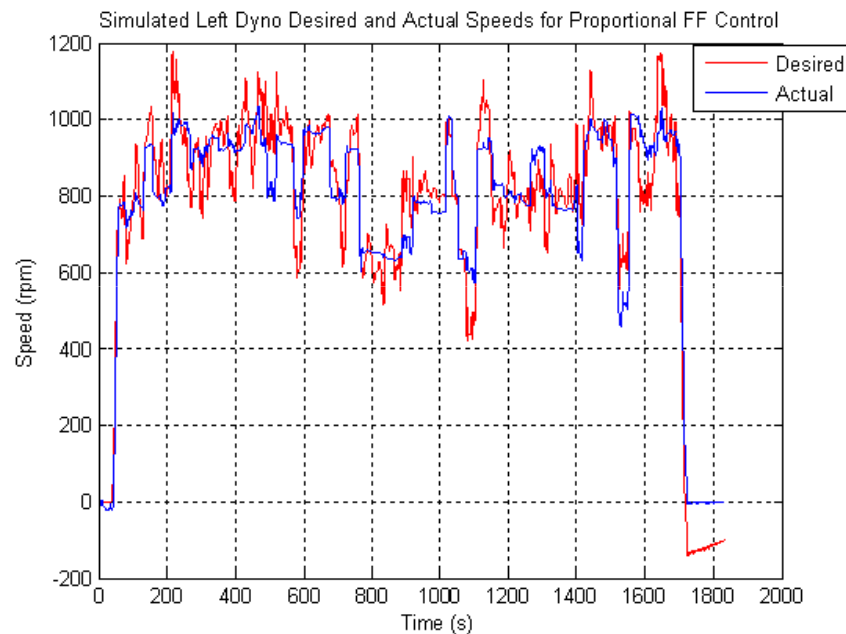
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Simulated Results for Proportional/FF Control

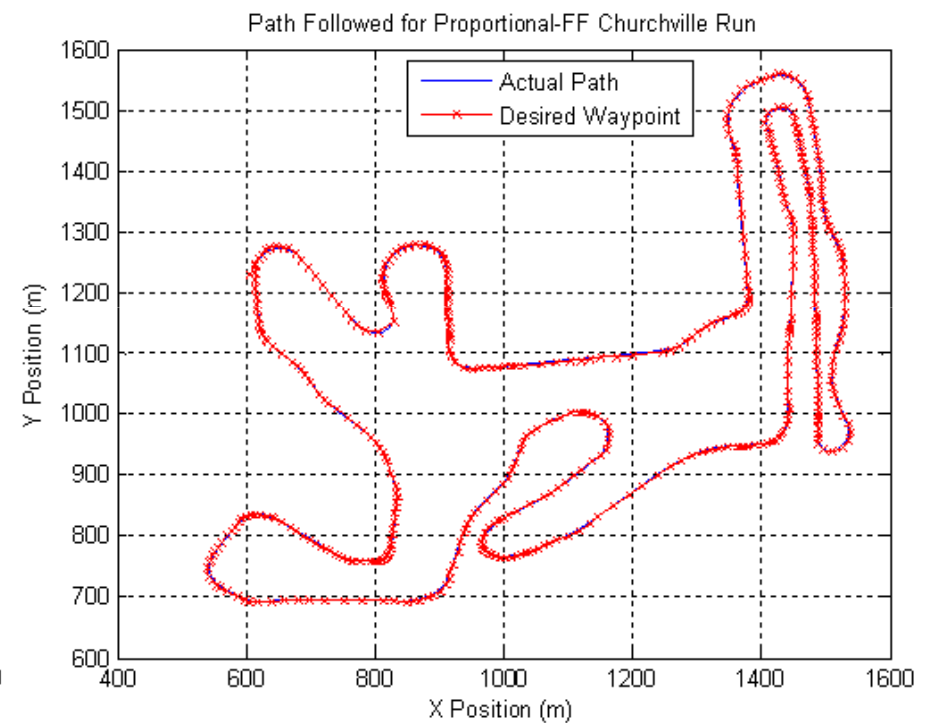
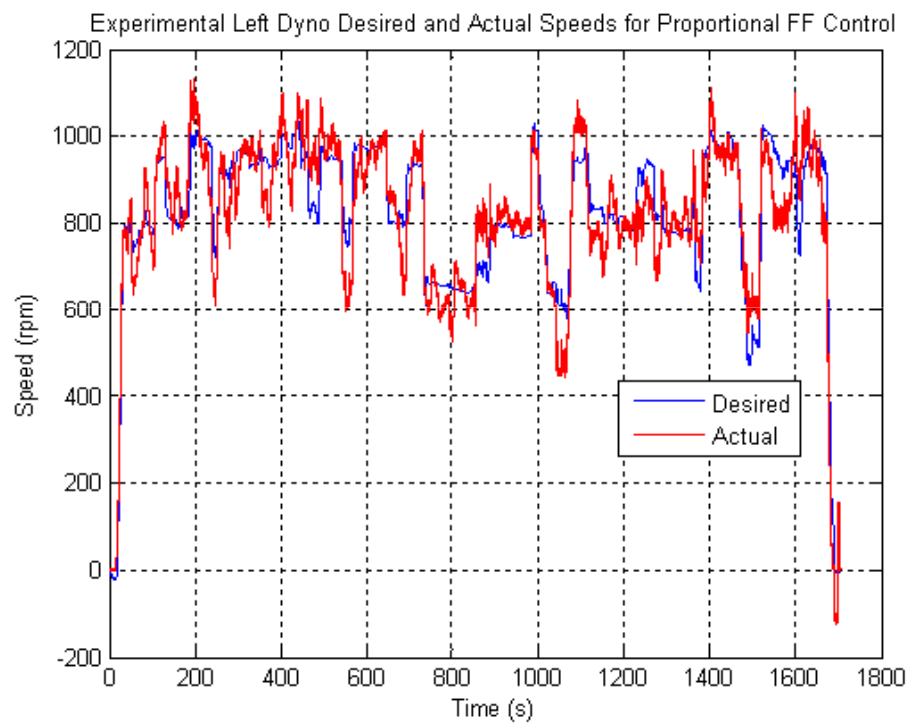
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Experimental Results for Proportional/FF Control

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Conclusions and Future Work

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- Mobility Load Emulation Capability Developed
 - Modularity
 - Repeatability
 - Simulated results match experimental results
- Realistic test environment for hybrid electric components
- Presently interfacing HERMIT with new dynos
- Performance can be improved